

Anamac

Ninety Years A Survivor



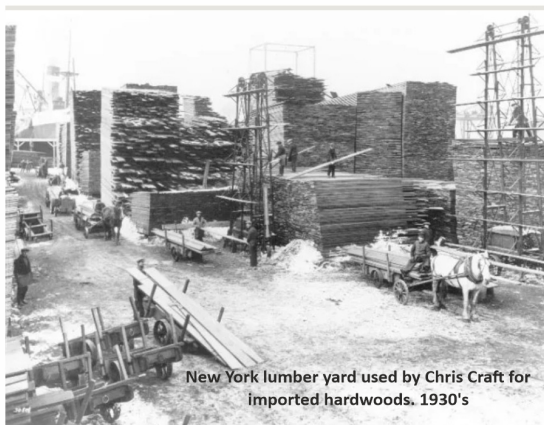
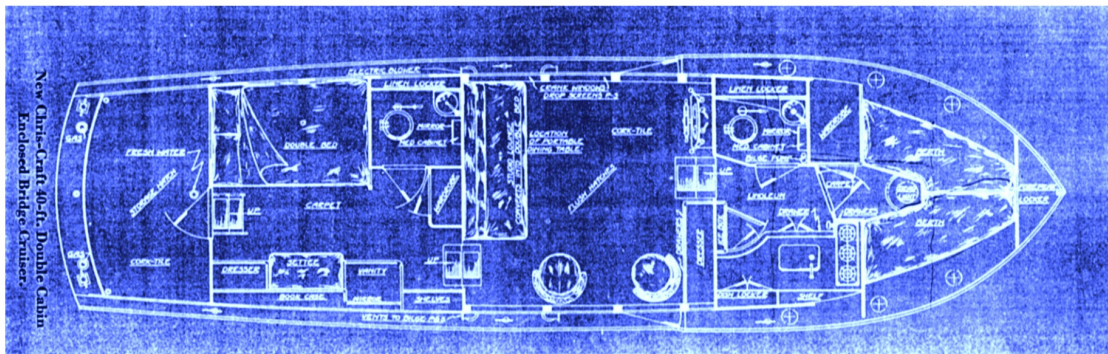
Photo Reconstruction : Carrera

This is the extraordinary story of a forty foot wooden boat, who by multiple twists of fate, ended up not as a rich man's cruiser on the lakes of her American homeland, but found herself in England at the start of WW2, and straightway playing a small part in the desperate theatre that unfolded for the next five years.

It is also about her subsequent peace time life on the island's largest river, of her brief brush with film stardom, and all the men and women who acted as custodians to her legacy; who spent years refurbishing her, refitting her, and keeping her ship-shape for future generations to learn about her and admire her. This is the tale of Anamac.

Manufacture 1937/38

The as yet un-named Anamac began to emerge, during late 1937 from the Drawing-Offices, Lumber yards, and Workshops of the Chris Craft Corporation, in both Holland, Michigan and on the shores of Lake St Clair, Algonac , north-east of Detroit, Michigan.



She was assembled as one of only thirty, 40ft long Double Cabin Enclosed Bridge Cruisers ever made of that pre-war sequence. She has a beam of 11ft-6" and a gross tonnage of 10.93. The boats built by Christopher Columbus Smith and his brother Hank had a reputation for quality and featured double planked bottoms of solid mahogany with a water-repellent layer of oil soaked canvas between them. Her construction is carvel on battens using Philippine mahogany on white oak. The keel was either mahogany or white oak and steam-bent oak was also used for the ribs. Bolts and screws were bronze and the screw holes were plugged with mahogany bungs, a term picked up from beer barrels.

Inside hulls were coated with linseed oil below the waterline, then covered with two coats of Valspar marine varnish, followed by paint.

All visible natural wood (the Philippine mahogany) on the hull and decks etc. were rubbed with grain filler, sanded, and covered with four coats of marine varnish.

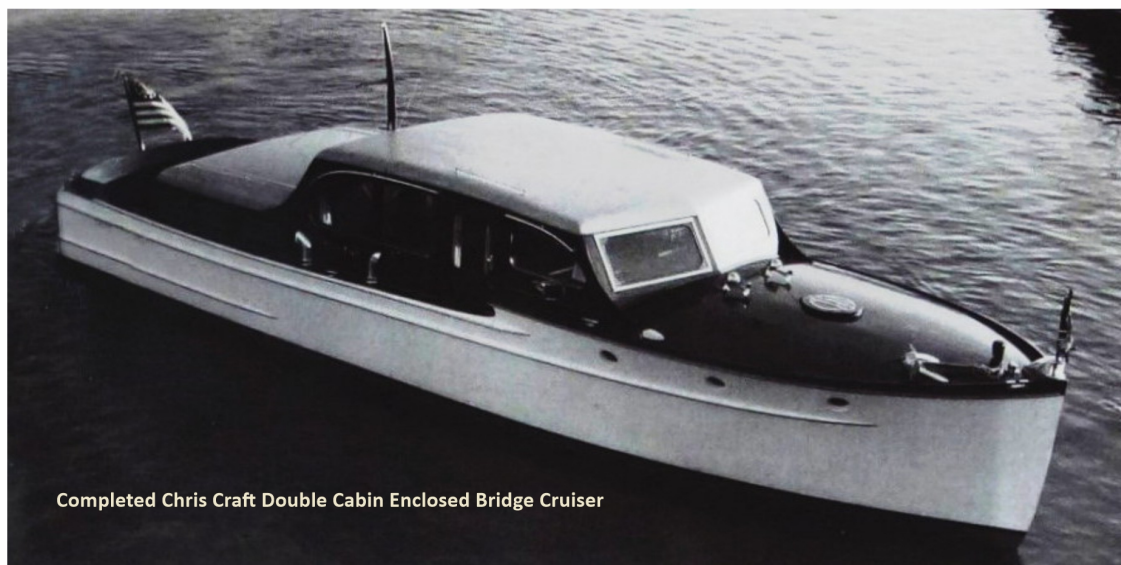
By the turn of the new year, 1938, the exterior of the newly embossed hull # 40548 was completed, ready for the opulent interior trimmings to be fitted, and then finally the two 6 cylinder Chrysler engines : Type KA 95 3500 500 3 3/8 4 1/8 221.4 QXC5M 0.010 0.012. The year of manufacture of all Chris Craft, was the date stamped on the engine, so 1938 became her official birthday, just in time for the spring thaw in Michigan for her to begin her seaworthy trials & trim adjustments in the designated lanes set in the North channel of the St Clair river at Algonac.



One example of the hull number 40548 on Anamac.
This one embossed on the wheel house floor- engine covers.



Chris Craft 6 cylinder engines being
built and tested by Chrysler



Completed Chris Craft Double Cabin Enclosed Bridge Cruiser



Chris Craft Double Cabin Enclosed Bridge Cruiser
undergoing 'sea-trials' on Lake St. Clair, Algonac 1938

The late-thirties found Chris-Craft building a staggering 105 different models of boat, including the most luxurious and desirable 40ft Cruiser Yachts ever offered. The Double Cabin Enclosed's living quarters included a double berth in the forward cabin, a large single fold-down berth in the wheelhouse, and an additional single or double berth in the rear cabin/galley. The whole design was adaptable for fishing, to take advantage of rich patrons living in both The Great Lakes, and on the coast of Florida and it could be equipped with a harpoon pulpit, crow's nest, fishing chairs and bait boxes etc.

Double Cabin Enclosed Bridge interior pictures from 1938 sales catalogue.



and a rich patron is what you would've needed to be to buy a Chris-Craft like hull number 40548, with a 1938 comparison guide showing you could buy yourself nearly 3 houses, or 58,888 dozen eggs on what was 6 years working wage.

THE MARINERS' MUSEUM
CHRIS CRAFT
NEWPORT NEWS, VA 23606

JANUARY 1, 1938

CHRIS-CRAFT CRUISERS

MODEL	LENGTH	TYPE	HORSEPOWER	SPEED	PRICE		
845	25'	Clipper	55 D.D.	17	*1935.00		
846	25'	Clipper	85 D.D.	21	*1545.00		
847	25'	De Luxe Clipper	110 S.D.	20	*1590.00		
*Standard Accessory Group—\$35.00 Additional *Cradle and Lifting—\$25.00 Additional							
851	26'	Enclosed Cruiser	55 S.D.	16	2790.00		
852	26'	Enclosed Cruiser	85 S.D.	19	2990.00		
853	26'	Enclosed Cruiser	110 S.D.	22	3190.00		
854	26'	Enclosed Cruiser	130 S.D.	24	3340.00		
855	26'	Single Cabin Cruiser	55 S.D.	16	2990.00		
856	26'	Single Cabin Cruiser	85 S.D.	19	3190.00		
857	26'	Single Cabin Cruiser	110 S.D.	22	3390.00		
Sport Flying Bridge Optional on 26' Single Cabin Models at no Additional Cost							
858	31'	Single Cabin Sport Cruiser	55 R.D.	17	3590.00		
859	31'	Single Cabin Sport Cruiser	85 R.D.	19	3790.00		
860	31'	Single Cabin Sport Cruiser	110 R.D.	18	3990.00		
861	31'	Single Cabin Sport Cruiser	130 R.D.	20	4140.00		
862	31'	Single Cabin Sport Cruiser	2-55 R.D.	17	4590.00		
863	31'	Single Cabin Sport Cruiser	2-85 R.D.	21	4790.00		
Sport Flying Bridge Optional on 31' Single Cabin Sport Models at No Additional Cost							
864	31'	Enclosed Cruiser	55 R.D.	11	3990.00		
865	31'	Enclosed Cruiser	85 R.D.	15	4190.00		
866	31'	Enclosed Cruiser	110 R.D.	17	4390.00		
867	31'	Enclosed Cruiser	130 R.D.	19	4540.00		
868	31'	Enclosed Cruiser	2-55 R.D.	16	4790.00		
869	31'	Enclosed Cruiser	2-85 R.D.	20	5190.00		
870	32'	Double Stateroom Cruiser	85 R.D.	16	4590.00		
871	32'	Double Stateroom Cruiser	110 R.D.	18	4790.00		
872	32'	Double Stateroom Cruiser	130 R.D.	20	4940.00		
873	32'	Double Stateroom Cruiser	2-85 R.D.	17	5190.00		
874	32'	Double Stateroom Cruiser	2-110 R.D.	21	5590.00		
Sport Flying Bridge Optional on 32' Double Stateroom Models at No Additional Cost							
876	35'	Double Stateroom Cruiser	85 R.D.	15	5890.00		
877	35'	Double Stateroom Cruiser	110 R.D.	17	6090.00		
878	35'	Double Stateroom Cruiser	130 R.D.	19	6240.00		
879	35'	Double Stateroom Cruiser	2-85 R.D.	17	6490.00		
880	35'	Double Stateroom Cruiser	2-110 R.D.	21	6890.00		
881	35'	Double Stateroom Cruiser	2-130 R.D.	23	7290.00		
Sport Flying Bridge Optional on 35' Double Stateroom Models at No Additional Cost							
883	35'	Double Stateroom Enclosed Cruiser	85 R.D.	14	6290.00		
884	35'	Double Stateroom Enclosed Cruiser	110 R.D.	16	6490.00		
885	35'	Double Stateroom Enclosed Cruiser	130 R.D.	18	6640.00		
886	35'	Double Stateroom Enclosed Cruiser	2-85 R.D.	19	7290.00		
887	35'	Double Stateroom Enclosed Cruiser	2-110 R.D.	21	7690.00		
888	40'	Double Stateroom Enclosed Cruiser	85 R.D.	13	8290.00		
889	40'	Double Stateroom Enclosed Cruiser	110 R.D.	15	8490.00		
890	40'	Double Stateroom Enclosed Cruiser	130 R.D.	17	8640.00		
891	40'	Double Stateroom Enclosed Cruiser	2-85 R.D.	18	9290.00		
892	40'	Double Stateroom Enclosed Cruiser	2-110 R.D.	20	9690.00		
893	40'	Double Stateroom Enclosed Cruiser	2-130 R.D.	22	9990.00		
894	40'	Double Cabin Enclosed Bridge Cruiser	85 R.D.	13	9290.00		
895	40'	Double Cabin Enclosed Bridge Cruiser	110 R.D.	15	9490.00		
896	40'	Double Cabin Enclosed Bridge Cruiser	130 R.D.	17	9640.00		
897	40'	Double Cabin Enclosed Bridge Cruiser	2-85 R.D.	18	10290.00		
898	40'	Double Cabin Enclosed Bridge Cruiser	2-110 R.D.	20	10690.00		
899	40'	Double Cabin Enclosed Bridge Cruiser	2-130 R.D.	22	10990.00		

INCLUDING CRADLE

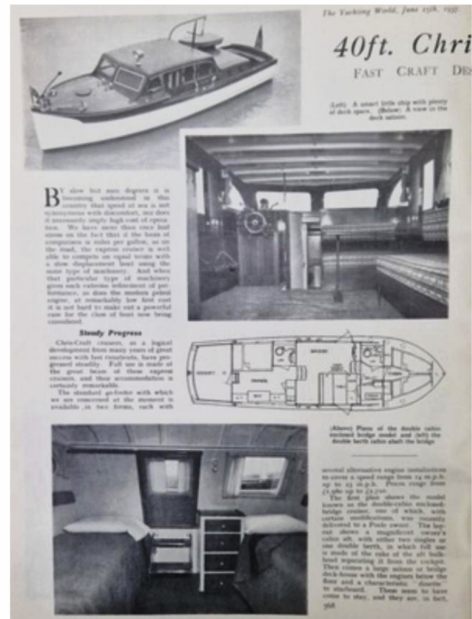
All prices are Lab. factory and include shipping cradle (except Clipper which is priced afloat at factory).
Chris-Craft Corporation, Algoma, Michigan. Cable Address—Chriscraft, New York Direct Factory
Branch, 83 East 45th Street. Printed in U.S.A.

1938 COST OF LIVING	
LIVING	
New House	\$3,900.00
Average Income	\$1,731.00 per year
New Car	\$860.00
Average Rent	\$27.00 per month
Tuition to Harvard University	\$420.00 per year
Movie Ticket	25¢ each
Gasoline	10¢ per gallon
United States Postage Stamp	3¢ each
FOOD	
Granulated Sugar	59¢ for 10 pounds
Vitamin D Milk	50¢ per gallon
Ground Coffee	39¢ per pound
Bacon	32¢ per pound
Eggs	18¢ per dozen

On June 25th 1938 a two page photo article was printed in the Yachting World magazine about the exciting 40ft Chris Crafts, which created considerable ripples across the pond, with British Chris Craft agent Arthur Bray of 146 Marylebone Rd London receiving enquiries to actually see some of the models. Plans were put into place to despatch a number of examples to Europe as deck cargo. So hull 40548 found herself being ramped into a tight, rail box-car going to the Atlantic coast and leaving the lakes of North America behind on a two week sea voyage to the port of London.

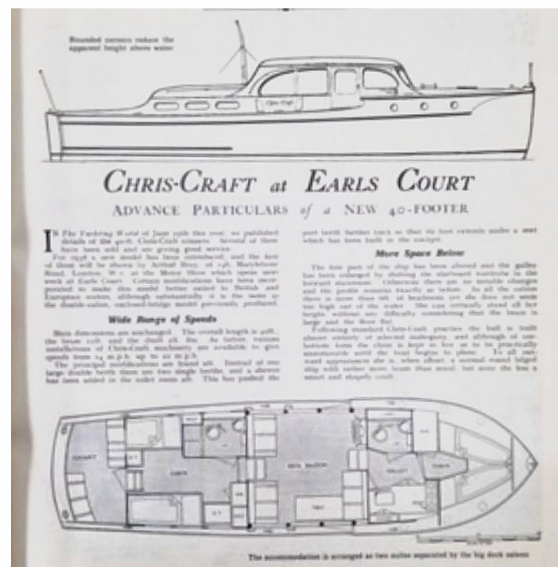


Open Chris Craft rail-loader, 1930's



Box-cars leaving Chris Craft, Algonac for Marine City, 1930's

A follow up article in Yachting World gave advance particulars of the arriving 40 footers, teased with a potential exhibition due at the brand new Earls Court in SW London, which had just opened the previous year.



Seventy years before 40548's arrival in her new home, her first owner was making his maiden appearance. On the 20th November 1868 George Harvey was born in the northeastern coastal town of Scarborough, UK. Raised outside of the town's declining fishing industry in the latter part of the century, he chose in 1885 at the age of 17 to go to London to seek his fortune with nothing more than the possessions he had in a hand bag. On his first night in the capital he walked passed the Houses of Parliament, where he afterwards became a loveable figure, and he found lodgings on the opposite bank of the River Thames in Kennington & Lambeth, the place 39 years later he would represent as an MP in Westminster.

After experience in accountancy he went into the catering business and within this sphere he became a director of the Café Royal Ltd. and eventually becoming chairman of the Connaught Rooms Ltd. During this heady period he was also Mayor of Holborn for 4 successive years. In the 1924 General Election he won the aforementioned Kennington seat as a Conservative, and although he was unseated in the 1929 election he was locally liked well enough to be re-elected in 1931, and again in 1935. In June 1936 George was taken ill and had to be admitted to Westminster Hospital (near his town house in the Thameside borough of Fulham) for a successful heart operation. It was while he was so occupied at death's door that he was awarded a knighthood in King George V's Birthdays Honours List (for services to politics and public service) and as such he was attired when leaving to go to Buckingham Palace when he was photographed next to a nurse on the steps of the hospital.

So it's not hard to imagine George's and Hull 40548's storylines coming together. The exhibition due at Earls Court less than a mile from Fulham, and George with his three score years and ten birthday coming up in November 1938. It would be a time he would have been reflecting on his life of rolling success; from the lowly harbour town in the North to the highest offices in the land, with a happy marriage in 1894 and a pigeon pair of children now grown up and following in his footsteps, all this would combine with the recent medical brush with mortality to tell him he deserved to consider a present to himself. Seeing the beautiful Chris Craft and losing what was left of his heart to her obvious charms he could reason he would captain her down the Thames estuary and round the South coast to their family home near Angermerring-on-sea, and back, during the Parliamentary breaks.



LLOYD'S REGISTER OF YACHTS, 1939.												
BIR												
1	2	3	4	5	6	7	8	9	10	11	12	13
Compo- site No. Official Number. Serial Letter.	Yacht's Name. Material of Build.	Type. Rig.	Tonn. Gross Net & Gross Sailmaker.	Dimensions. L x B x D x H (ft. in.) (m. in.)	Build. Where. When.	Engines and Boilers. Particulars and Builders. Alterations, etc.	Owners.	Port belonging to.	Classification.	Character of Service. Day of the Survey.	Day of the Survey.	Day of the Survey.
716 146027 (as Sea Wolf)	Biorlinn Wood	TwnSc Kch	10-05 17-73 10	40-7 9-5 5-4	Bowers & Philip Putney 1922	2 Petrol Motors each 4 Cy. Parsons 25'	Islay Kerr alt. from Cut. 35	London				
717 105602	Birac Wood	TwnSc Pet. Mot.	10-08 10-07 18	40-6 6-1 2-6	Chris Craft Coryn. 1928	2 Petrol Motors each 6 Cy. 4'-41" (Chris Craft) 25'	Sir George Harvey, M.P.	London				
718 105603	Birami Wood	TrpSc Pet. Mot.	— 68 80-0	81-0 12-0 7-0	Elco Co. Bayonne. 1917	3 Paraffin Motors N.J. (1) 6 Cy. 5'-01" (2) 6 Cy. 4'-01" Kerns with 32 Elipha Nathan 25'	J. Callebaut	Sas-van Ghent				
719 104443 M1373	Bird of Dawning Wood	TwnSc Pet. Mot.	11-35 19-85 28	42-6 11-6 4-5	— — —	2 Petrol Motors each 4 Cy. 3 1/2'-5" by J. White & Co., Fulham, 35 Thamesport 35	Alan M. Anderson	London				

Above: The first record that Sir George Harvey had purchased the 40ft Chris Craft is the obligatory Lloyds Insurance Register of Yachts required to keep a ship on the tidal waters of the Thames. He has recorded her as Birac.

Left: Sir George Harvey leaving Westminster Hospital, for Buckingham Palace having been knighted by the King while he was having a heart operation. June 1936

The winter of 1938 to 39 was one of the harshest on record. The River Thames froze for eight miles in London, and there were 55 days of snow from January to March. All thoughts of getting her new name painted on the boat and pottering on board his new prize possession were cancelled and left behind, as the weather and George's health took a turn for the worst. He decamped to the family home in West Kingston, Sussex near Angermerring on Sea, where he died on the 29th of March 1939, one of six Members of Parliament to pass away in 12 weeks

The impact on the Harvey family would have been considerable, and the unsigned Chris Craft, now rising and falling on the daily river tides along Chelsea Harbour, suddenly became a forlorn reminder of the future that might have been in happier times. As a Parliamentary family (with George an MP in the Commons, and his son Captain Percival George Arthur Harvey losing the Conservative seat of Peckham by only 100 votes in 1936) they would have been intimate with the growing drumbeat of a coming war with Germany. Both taking an interest in House of Commons discussions, such as those recorded in Hansard on Thursday 16th March 1939, where Churchill and the top-brass of the Royal Navy talked about the problem of German submarine activity on sea entrances to the island's major ports. This led a request by the Navy for their Small Vessel Department to commandeer all useable river craft with large engines, and wooden hulls (so they wouldn't attract magnetic mines) to patrol the estuaries.

With Sir George's death, it's difficult to imagine Percival, with both his past involvement with the services in WW1 as a Captain in the RFC and the 3rd Dragoons, and the current need for candidates in the slew of emergency by-elections caused by the winter deaths of so many MPs, not offering up the Chris-Craft as a work horse capable of handling coastal waters. As it was the British Ministry of War Transport under his friend Douglas Hogg, required in the summer of 1939 all pleasure craft over 30ft long to be registered if not yet taken up for that duty.

This invariably required the boat having all the luxury fittings removed and a basic-all-over coat of grey paint applied and a large white number or an acronym on the bow & stern instead of a name. Increasingly they were manned by crews of young women, or WRENS of the APS (Auxilary Patrol Service) or the RES (Rescue & Emergency Service,)



Above. R.E.S. crew 1940.

Upper Left. Thames Pleasure Yacht painted grey for the R.E.S.

Left. Civilian Pleasure Cruisers painted grey, plus white numbers, and moored ready for use. 1940

The outbreak of hostilities with Germany in September 1939 had our doughty heroine disappear into the fog and utter chaos of war. The thwarting of the invasion of the South of England is often portrayed as calm and organised, when in reality, the services were all blind-sided by what had been long considered to be unimaginable. She would only fully surface again when the three initial phases (Operation Dynamo, Battle of Britain & the London Blitz) had been won and the country could regroup, set up offices and headquarters and record accounts of it all. Until then the crucial fact was that after a second fierce winter the Chris-Craft was in the right place (the tidalway of the Thames) at the right time to be useful.

After Germany invaded Poland in September 1939, France and the British Empire declared war on Germany and imposed an economic blockade. The British Expeditionary Force (BEF) was sent to help defend France. Then after the Phoney War of October 1939 to April 1940, Germany invaded Belgium, the Netherlands, and France on 10 May 1940. Three panzer corps attacked through the Ardennes and drove northwest to the English Channel. By 21 May, German forces had trapped the BEF, the remains of the Belgian forces, and three French field armies along the northern coast of France. BEF commander General Viscount Gort immediately saw evacuation across the Channel as the best course of action, and began planning a withdrawal to Dunkirk, the closest good port. On the 16th of April 1940 R/Adm. Sir Lionel Preston sent a request to the Ministry of Supply (MoS) to ask for all owners of self-propelled pleasure-craft between 30' and 100' to send all particulars to the admiralty within 14 days'. The day of the invasion of France the MoS Small Craft Dept. Officers Messers, A.L. Moore & H.C. Riggs issued this request again as Statutory Order No. 718, and publicised it in the BBC's 9-o'clock News Bulletin on the 14th May.

Civilian small craft requisitioning began, initially by contacting owners where known and after that by naval cadets axeing mooring lines and forced removal. Everything practical and useful was taken from below Teddington Lock and round the East and South coasts. Batches were taken by tug down-river to the Royal Naval Dockyards at Sheerness for fuelling, provisioning and RN -recrewing and then onto Ramsgate, Kent to head across the English Channel to ferry soldiers from the beaches to the big ships anchored off Dunkirk, in the north of France.

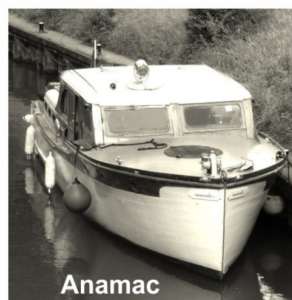
This was codenamed Operation Dynamo, and between 26 May and 4 June 1940. under the horrendous conditions of constant enemy shelling and aerial bombardment, more than 378,000 Allied soldiers were bravely evacuated by an armada of a 1000 vessels ranging from large war ships and commercial ferries to tug pulled coal barges, and including 588 drafted pleasure cruisers. Scores of books and several films have written about the whole Dunkirk evacuation, and very few of them agree about the detail of what occurred. The only thing they concur is that it was total mayhem and a borderline miracle. A great many small boats were lost, and simply disappeared into matchwood along with the folks they had rescued. In the debriefs we read in the National Archives in Kew no-one spoke of heroics in their sobering accounts, most who'd set off thinking it was an easy pickup came away starkly realizing they had literally been to hell and back.



At the end of June 1940 all the small boats were either back at Sheerness on the Thames estuary or home along the South coast. Gaggles of the estuary pool were towed by the Tough & Henderson tug 'Barnes' back to Bob Tough's boatyard at Teddington Lock for return to owners or allocation for war work. It is during this movement we catch a possible glimpse of our Chris Craft; first in the longshots and movie clips taken along the way, where the little ship clearly matches modern b/w photos of Anamac / DCEC, and then their distinctive wheelhouses at Tough's boatyard that showed she had a sister ship called 'Jomarna', who probably came on the same deck-cargo run from the USA. This was discovered in a letter to one of Jomarna's later owner's, from John Tough in 2009, where he replies to a query about the boats in the yard, by saying that 'Jomarna' & 'Anamac' were the only 40ft Chris Craft he knew of in the country.



Above and below : large Chris Craft among the Little Ships being towed to Tough's boatyard from Sheerness. June 1940..



Above. Close up of the Little Ships being towed. from news film taken from Westminster Bridge showing the classic Chris Craft front view similar to 'Anamac's' taken in 2017..



Above : Two Chris Craft wheelhouses arrowed, at the back of a batch of Little Ships in Tough's boatyard, just back from Dunkirk. June 1940..

Inbox X
from **ROBERT TOUGH** [hide details](#) 9:10 AM (8 hours ago) [Reply](#)
to <johntough@btinternet.com>
sdargavel@gmail.com
date Mon, Nov 23, 2009 at 9:10 AM

We classify a Dunkirk Little Ship as any vessel that was commandeered in the evacuation.

There is a photo of 19 of the Little Ships being towed back from Sheerness after the evacuation. We have a list of the names of the 19 vessels, but some have never made any sense. One of the boats in the photo is a Chris Craft. There is another photo where the tow has arrived at our boatyard in Teddington, and you can clearly see the wheelhouses of two Chris Crafts. I am trying to find out how many Chris Crafts of between 30 and 40 feet were in the country in 1940. Jomarna and Anamac are the only two I have found.

I will carry on researching and get back to you.

Regards

John Tough

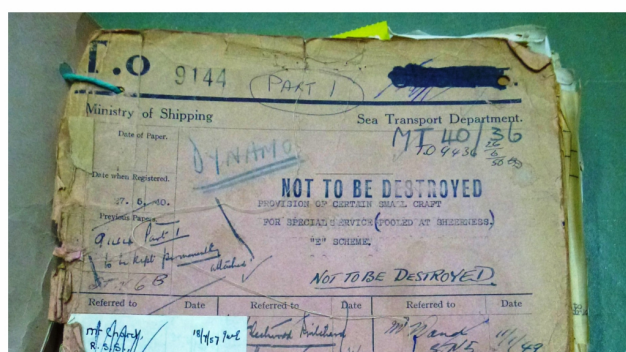
Above. Letter from Tough's boatyard confirming the presence of the Chris Craft, with their on-going naming issue. .

A coda to Operation Dynamo was all of the hastily drawn up lists of ships involved, many of them differing owing to the circumstance, and it seemed unlikely they would ever be exact; an un-named 40ft motorboat appears on page 16 of Jean Poirrez's book 'The Ships involved in Operation Dynamo', but it took a day of research in the

Ships motor boats, cutters, whalers: 40.			
40ft motor boat: 1	-	-	-
36ft motor boat: 3 (n°977, 982, 1762)	-	-	-
32ft motor cutter: 1 (n°27257)	-	-	-
32 feet cutters: 16 (n°84/39, 89/39, 104/39, 120, 121/39, 141/39, 142/39, 267, 623/39, 626/39, 627/39, 5586, 7396, 7508, 9001, 9277)	-	-	-
rival steam pinnace: lost at La Panne	-	-	-
27ft whalers: 18 (from n°904/39 to n° 921/39)	-	-	-
Ferry boats - passenger ships: 41 to 46 (8 hospital ships - HS) (8 sunk, 17 damaged). Ferries from the Channel or from the Irish Sea or from the Isle of Man: 815 to 4 200 tons.			
Archangel	damaged by shells, May 27	-	-
Autocourier		1	712
Ben-my-Chree	damaged by collision, June 2	2	3,845
Buarriz	damaged by shells, May 27 (1 killed)	-	-
Canterbury	damaged by bombs, May 29	4	4,369
Dinard	HS	2	361
Fenella	sunk by bombs, May 29 (15 lost)	-	-
Fishbourne	towed, but not used, towed back	-	-
Isle of	HS, damaged, May 29	2	836

Above. * Un-named 40ft Motorboat in the list of Jean Poirrez book; 'The ships involved in Operation Dynamo'.

hallowed file rooms of the National Archive in Kew to plot some of the mystery of where our Chris Craft went next. After coming up short with the name 'Birac' in the *Ministry of Shipping, Sea Transport File* called 'Provision of Certain Small Craft For Special Service (pooled at Sheerness) 'E' Scheme dated 27.6.40 she is spotted simply as Cruiser owned by G.Harvey (d) deceased, and 're-allocated to the A.P.S'. The term 're-allocated' suggests that she was in the Auxiliary Patrol Service before Dunkirk. Her various duties along the river would have continued as before, along with a myriad of other small vessels, until the end of 1941 / 42 when slowly but surely the war for the British Isles would have turned from the defensive to the offensive and the Services took the advantage this offered to finally get logistically organised.



CONSTANT BEAR	S.A. Smith	1.98 Returned to Owners.
CORNELIA	J.M. Lamb	Re-allocated to A.P.S.
CORAL	Col. P. Penhouse	Re-allocated to C.M.I. Army Ship
CORAL	W. Light	Returned to Owners
CORAL	Mr. Livy	No report received from list of Missing Vessels.
COURT BELL II	G. Shafford & Son	Returned to Owners.
CORAL	S.A. Clark	Returned to Owners.
COURT BELL II	S.A. Crutcher	Returned to Owners.
CORAL	S.A. Holmes	Returned to Owners.
CORAL	V.H. Cooper	Returned to Owners.
CORAL	Wesley Pickford	Lost at Dunkirk
CORAL (18' Fast)	A. Moody	Returned to Owners.
CLARA BELL	A. Middle	Lost at Dunkirk
CORAL	G. Harvey (d)	Re-allocated to A.P.S.
CORAL	H. Gernett	Returned to Owners
CHARITABLE	C. E. Redman	Returned to Owners
CLARK'S	Not known	Returned to Owners
CORAL II	14. Col. Hardie	Re-allocated to A.P.S.
CORAL	Mr. J. Smith	1.98 Returned to Owners.
CORAL	A. G. Gille	1.98 Returned to owner S. 6.40
CORAL	Mr. Dunstons	Returned to Owners
CORAL	Harvey	Damaged. Returned to Owner.
CORAL II	Wesley Stone	A.P.S. Now returned to Owner
CORAL	Capt. M. Dore	1.98 Returned to Owners.
CORAL	Not known	No report received from C.M.I. of list of Missing Vessels.

Above. * Dynamo List of ships as logged in the 'Pooled at Sheerness' file in the National Archives. noting 'Cruiser' as owned by G.Harvey (d) .

On the 18th December 1942 the Chris Craft finally received her second official name, Cardigrae II. We know this because of the National Archive Small Craft Service List dated 1st June 1944, with a supplement of information between 1944 and 1946. In it her Royal Navy Service record is summed up in 3 lines; Between 18.12.42 & 13.5.43 she was requisitioned / chartered for Miscellaneous Naval duties. then between 13.5.43 & December 1945 she was compulsorily acquired for more Miscellaneous Naval duties namely Pilot boat for the Pool of London, after which she was laid up.

CARACOLE (ex COURIER)	4	R(T99)	"	Laid up	14. 9.45		
	1	R(T98A)		WD	24. 6.40	1. 7.40	
CARAGH (M.O.T.) (Prev. owner - Group-Capt. E. C. Lewis)	2	R(T98B)		Misc.N.	6. 8.40	17. 1.46	
	1	CA		Misc.N.	17. 5.44	10. 7.44	
CARDIFF	2	CA		Misc.N.	10. 7.44		
CARDIFF CASTLE	1	R(T98B)		FS	9.11.43	28. 3.45	£4.10. 0
CARDIGRAE II	1	R(T98D)		E & MS	29. 8.39	16. 1.46	£35.18. 9
	1	R(T98B)		Misc.N.	18.12.42	13. 5.43	
	2	CA		Misc.N.	13. 5.43	.12.45	
	3	"		Laid up	.12.45		
CARDINAL (ex CORMORANTE)	2	CA		Misc.N.	6. 8.42	26.10.44	
	3	"		Laid up	27.10.44		
CAREEN (A. J. Worster) (Prev. owners - M.O.T.) (Prev. owner - A. J. Worster)	5	Sold				. 9.44	

Above : Cardigrae II 's Naval Record in the National Archive.

CAPTAIN CUTTLE II	2	"	Laid up	15. 1.46	31. 7.46
CARAGH	5	Sold to Miss M. L. Richards			. 5.46
CARBINEER II	2	CA	Misc.N.	10. 7.44	. 9.46(T
	3	CA	DD	23.11.43	. 7.46
	4	"	Laid up	. 7.46	
CARDIGRAE II	4	Sold to R. D. Fonshaw			. 4.46
CARDINAL (ex CORMORANTE)	4	Sold to J. Chester Mort			. 5.46
CAREY	2	Sold			. 8.46
CARINA (ex GOLDEN EAGLE)	1	R(T98B)	AS	19. 3.40	29. 8.41
	2	CA	AS	29. 8.41	6.44
	5	"	Misc.N.	. 2.45	. 8.46

In April 1946 Cardigrae II's war was finally over and the Navy sold her back to the river though Lloyds's Yacht register 1947 still has her booked as 'Acquired by His Majesty's Government'. She was sold to R.D. Fonshaw about who we can find no information as to his line of business; whether he was a Boat Sales Proprietor, or maybe someone in the legal profession, as this might better explain why she didn't go straight back to the Harvey estate, because in 1947 they had their own compelling, private reasons as to why she could have been a frozen asset.

So the next four years without further documentation remain a mystery. Indeed the Certificate of British Registry (The Log Book with the Particulars of Ship # 166462) doesn't begin with Sir George Harvey at all, suggesting that he didn't get around to registering her with Customs House in Lower Thames Street. London Ec3. This is left to her first documented post-war, post-R.D.Fonshaw, owner Stanley Bell who registered her new name as **Cumberland Maid** on 1st January 1951

1st Registered Owner: 18.1.1951 Stanley Harold Bell, Printer & Publisher.

Address: Cumberland House, Halliford Road, Sunbury-on Thames, Middlesex.

2nd Registered Owner: 16 June 1952 Captain Walter Archibald Nell. Director.
15 Tavistock Place Wc1. Name changed from Cumberland Maid to **Torrington**.

3rd Registered Owner: 18. 2.55 Neil Gough Macmillan and Phillip Donald Macmillan. Publisher / Directors. Cassiobury Mills, St Albans Road, Watford.
name changed from Torrington to **Anamac**, a portmanteau of Ana & Macmillan one of the wives.

4th Registered Owner: 6.3.62 Eric Peter Ashmore, Theatre Director.
53 Green Hill, Hampstead, Nw3

5th Registered Owner: 14.3.62. George Eustace Pinkerton, Medical Practitioner.
West Lawn, The Avenue, Dunstable.

6th Registered Owner: 28.4.64 Phillip Henri Davies. Company Director.
25 Victorian Grove, Stoke Newington. N16

7th Registered Owners: 15.10.73 Frank Hadfield, Production Artist, and Maud Ellen Hadfield, Housewife. 45 Barecombe Road, Streatham Sw2

8th Registered Owner: 15.8.84 Michael David Smith, Carpet Furnisher.
18 High Street, Barnes, Sw13

9th Registered Owner: 26.8.86 William David Morgan. Landscape Gardener.
14 Mepham Crescent, Harrow Weald, Middlesex.

10th Registered Owner: 1.9.95 Stuart Adrian Sanders, Marine Engineer.
Riverside, The Warren, Mapledurham.

11th Registered Owner: 16.7.97. Ian Craig Campbell, Engineer, and Magette Marie Campbell, Logistics Manager. Tall Trees, Kiln Lane, Binfield Heath RG94EJ

12th Registered Owner : 3.8.2015 Claire Elaine Twinn (now Carrera)
Health Manager. 10 Yarnton Court, Kidlington, Ox5 1AU

Post-War Highlights, Servicing and Up To-date

In 1987 while in the care of her 9th owner, William Morgan, and moored at the marina near Shepperton film studios, Anamac was spotted as a suitable-age prop by a pre-production assistant for a film being made by an independent company. The film was 'Buster' starring drummer Phil Collins in his first movie role as Buster Edwards the Great Train Robber. Ostensibly a biopic of Edwards it combined that with the drama of the robbery of 70 million pounds from a train in 1963. In real life, to evade police road blocks after the robbery, Edwards and leader Reynolds hired a river boat at Wallingford on Thames and took a week to chug slowly to London with their share of the money. The filming of Anamac's cameos took place in the autumn of 1987 at The Red Cottage, Wey Road, Weybridge. The film went on to be the highest grossing independent film of 1988.



Actor John Benfield playing quartermaster Jimmy White unloads the robbery money from Anamac. Buster 1988



Anamac's scenes and departure was filmed in October 1987 at The Red Cottage, Wey Road, Wey Bridge.



Phil Collins and Julie Walters as Buster & Mrs Edwards film the departure scene at the Red Cottage wharf on the River Wey. Buster is leaving England to go loco in Acapulco. Anamac's name plate can clearly be seen as he is driven away. A shot of the scene was also filmed from the rear of the boat with the full camera crew and director perched on the roof.

On the 14th April 2019 Anamac took part in the Thames at War event held around the Lock at Abingdon, to commemorate the Ww2 UTP (Upper Thames Patrol, the river's Home Guard) where she took part in a scenario re-enacting the walking wounded returning from Dunkirk, followed by a speech by 'Winston Churchill'. Over 17,000 people flocked to see the 2nd Glosters enactors, the boats and the exhibitions.



Above : Anamac loading up with soldiers from the 2nd Glosters, then surging thrillingly down river to enter the lock amongst the cheering crowd, before mooring by fellow Dunkirker 'L'Orange'.

Left and Below : Anamac in the parade and exhibiting at Henley Traditional Boat Show 23rd July 2023. We were moored alongside her sister ship Jomarna, who'd spent the war on the south coast, but now lives on the Thames at Shillingford. As far as we can tell they are the only two of the 30 made in 1937 still floating.





Above : Anamac has been able to survive her ninety years out on the River Thames because of the love and attention to her upkeep by all the owners, with regular removals out onto the hard; giving her wood inspections, antifoul and full re-paints. These photos are from previous owner Iain Campbell in the late nineties, and show the thorough nature of such work the extensive removal demands.



Above : We first took her out in June 2017, at Better Boating in Reading. A full renovation was completed in three weeks: with the bulk of the work completed by top boat builder Jack Livesy (who also owns Jomarna) and along with the repaint and the interior fully treated she had multiple planks in the transom replaced and a new stem.



Above : Before repainting on this first removal, the thousands of screws that maintain her water tightness were each checked they were at full lock. A new blue water line was painted along with a double blue roof, and by the time she re-entered the water she looked as beautiful as she ever had all those decades ago.



Above : Out again at Better Boating Co in August 2022. Once again she had a full exterior renovation along with a complete refit of the stern glands. She was out of the river during one of the hottest Augusts on record which made the work a sweat, but gave us the chance to put extra paint coats and attention poor weather would have denied her.



Above : Anamac is much admired for her classic Chris Craft appearance where ever she goes . When she first arrived in the late Thirties she must have looked like a Cadillac in a group of Ford Anglias, with her 6 cylinder Chrysler engines and her racy lines. She was very much ahead of her time and even now people are amazed she is of a pre-war vintage.



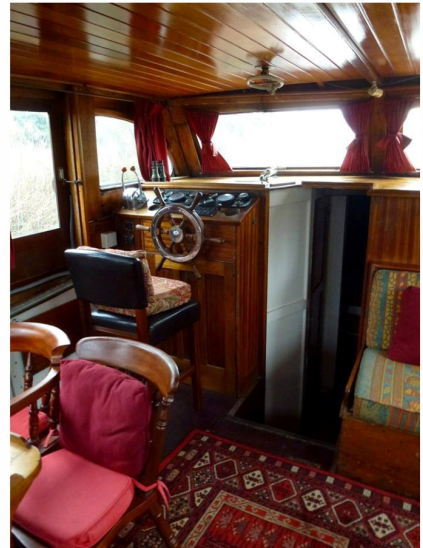
Above : Each year Anamac completes many short and long trips up to Oxford and and down as far as Windsor; from left to right she is seen here at Better Boating Reading, Abingdon Bridge her home port, and Iffley Lock in Oxford.



Above : At Culham Lock, and turning in West St Helen's basin in Abingdon.



Above : At Culham Cut. Right: Reunited again with her sister ship Jomarna, at Shillingford.



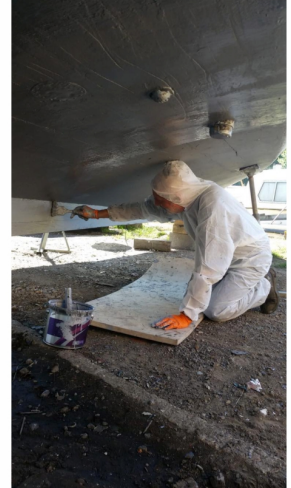
Above : Anamac's interior has always been chosen with her history in mind and the colour palette lead by the original burgundy lino on the floor and the stairs to the wheel house. We used as much of the original as we were left.



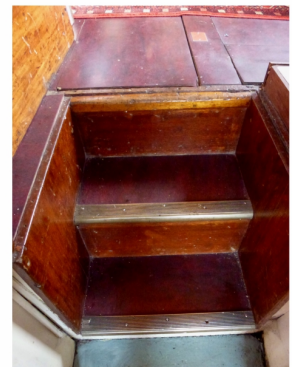
Above : The rear bedroom cabin works better with it being a galley and seating area near the exit door, and the bow cabin as a bedroom.
Right: The original toilet is still forward of the wheelhouse..



Above : The original Chrysler engines were removed (we are told) in the seventies, because of gas guzzling, lack of manoeuvrable torque, and too much speed for the river. They were replaced with two, more sedate and reliable, Perkins 4.108s, a four-cylinder diesel engine that was designed for marine use. It was produced from the 1960s until the late 1980s. Right: A view of the Wheel house with original table which can be removed and the seating folded out to be a bed. The wood burner has been the main addition in the last 10 years, enabling Anamac to be lived on during the winter months. It replaced a cupboard.



Above and below: There is an old saying on the river that says; "the only thing that works on a wooden boat is its owner", and there is no doubt come spring time the yearly chores tick round at pace. Cleaning, painting the interior ceilings, deck oiling the mahogany wood, painting the blue roofs, caulking the bow deck and generally getting her shipshape and Bristol fashion. Its cheaper than a gym membership.



Above : The refitted stern glands, The bow with the previous covering of plywood removed from her, and the original lino in the wheel house.

Below: freshly painted original cabin ceiling in the bow. Its not all work though, and after all the seasons and turmoil she has seen and lived through Anamac gives off an incredible sense of continuity and calm that is difficult to explain but unforgettable to experience.

